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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25 YEAR RE-REVIEW

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COUNTRY Rumania

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1. General

In the past several years, the Rumanians have been constructing an alleged submarine base in Lacul Mangalia. In August 1953, the outer harbor was completed except for several navigation lights and some dredging. The future use of this submarine base is not clear. It has not yet been determined whether it will be used by the Rumanian Navy or by the Russian Navy. [] this naval base is the only development activity under construction in Rumania.

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work on the Danube-Black Sea Canal has been at a standstill for some time.

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2. Descriptiona. Outer harbor

The outer harbor has been constructed by extending the old moles. The over-all water depth in the outer harbor is about 10 m. [See Annex 1 attached.]

(1) Conical buoy

This conical buoy, painted with red lead, is situated three nautical miles directly east of the end of the northern quay and is not lighted. The buoy is used for the approach to the outer harbor. The approach course is directly west on a line approximately through the end of the northern mole and the only church steeple south of Mangalia. Depth of water along the approach is approximately 14 m.

(2) Harbor entrance

The harbor entrance is 100 m. wide and the depth of water is 14 m. A light is under construction on the end of the northern mole.

(3) Northern mole

The northern mole is constructed out of cement blocks, 5 m. wide, 1,600 m. long, and 3 m. above water level. The old mole which extended 400 m. in a south of east direction was extended 1,200 m. in a southeast direction. At the former end of the old mole, a steady yellow reddish light is mounted. Ships cannot tie up alongside this mole.

(4) South mole

The old south mole was extended in an easterly direction to an over-all length of 800 m. Construction is of cement blocks, 5 m. wide, and 3 m. above water level. Ships cannot tie up alongside.

(5) Harbor channel buoys

Three black buoys are situated in the outer harbor in order to enable a ship to find the entrance to the canal (item 6). The first two black buoys are located along the western edge of the entrance channel bearing 320° true from the end of the south mole. The third buoy marking the entrance to the canal bears 225° true from the steady light on the former end of the north mole. Ships entering the outer harbor will always keep the buoys on the port side.

(6) Canal

Canal connecting the outer harbor to Lacul Mangalia. Over-all length of the canal 300 m., 100 m. being the cut through the land spit. Depth of water in the canal is 14 m. The width of the bottom 50 m., width of the top 80 to 90 m. with 2-meter cement aprons. The banks of the canal are constructed out of cement and are inclined 65° to the perpendicular. The bottom is sand. Direction of the canal is northeast - southwest directly in line with the steady yellow light on the former end of the old north mole.

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b. Inner harbor

(7) Supply quay.

A vertical quay, 350 to 400 m. long. No cranes or other loading equipment available. Directly south of this quay are four magazines, probably supply magazines, constructed out of cement and covered with earth.

(8) Six fuel tanks

Twenty meters in diameter each, extending four meters above the ground. [redacted] more than half is under the earth. Each tank is circled by a cement wall 1-½ meters high and approximately 1 meter wide. Four have been completed and two are still under construction.

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(9) Finger piers

Two finger piers, 100 m. long each, one on either side of the fueling basin. Other facilities available in this fueling basin are not known.

(10) Submarine pens

In this area, six submarine pens will be constructed into the bluff rising 40 m. above the surface of the water. In August 1953 it appeared that four pens were practically completed, with the two center pens still under construction.

(11) Flak casements

On the bluff, directly above the submarine pens, flak casements were constructed. The casements were finished but no guns were yet in place.

(12) Black channel buoys.

From the southeast end of the canal, the course to the fueling basin was marked by three black buoys. Ships entering the inner harbor through the canal kept the buoys close on the port side. Ships leaving the inner harbor also kept the buoys on the port side.

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Annex A

[redacted] Sketch of Probable Submarine Base under Construction in Lake Mangalia, Rumania.

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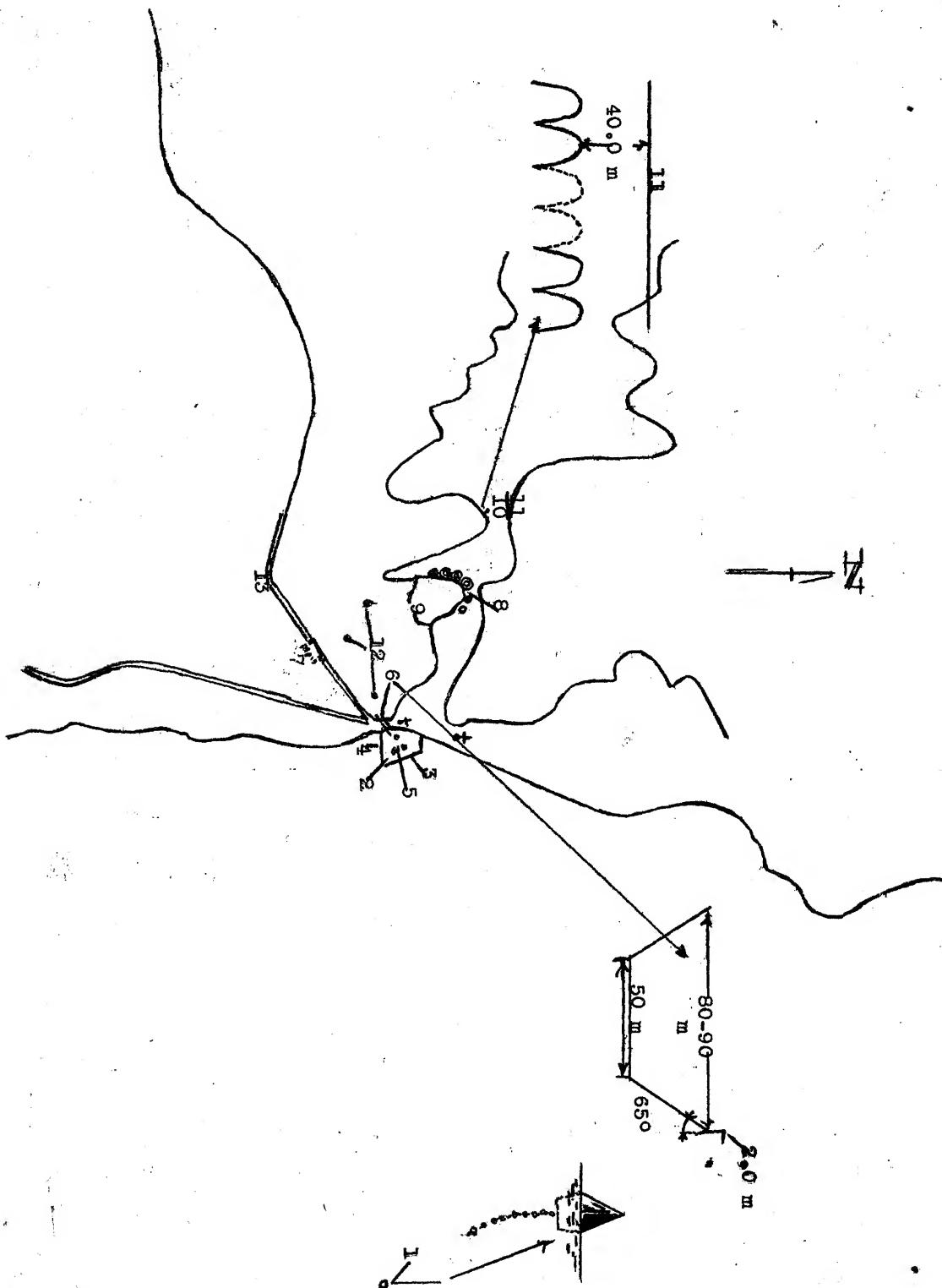
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Annex A [redacted] Sketch of Alleged Submarine Base in
Lacul Mangalia, Rumania (Not to scale)

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